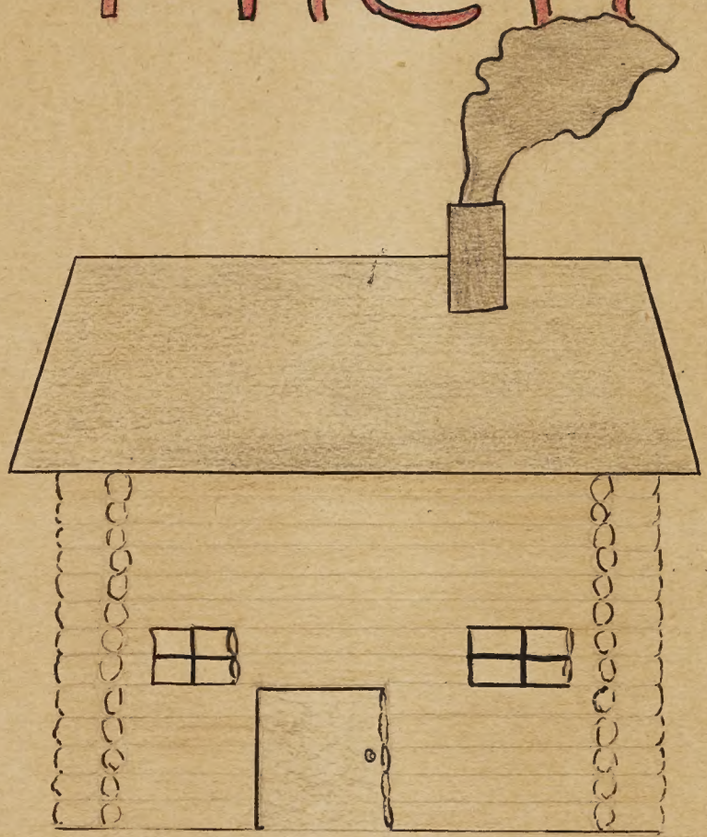
Our District Then



And Now

Enterprise

Of

Our Community

SHILO

Plan on Enterprise of Our Community

I. Coming of early Explorers and Traders, to Alberta and some of the first H.B.Co. & N.W. Co. and Trading Posts.

2. The building of the C.P.R. with respect to its influence in the devopment of Alberta.

3. The Royal North West Mounted Police, headquarters at MacLeod, and work done by them.

4. The first settlers of Innisfail and surrounding districts.

5. The first pioneers of the Caroline Community and how it was so named.

6. The village of Caroline grows.

7. The first settlers of the Shilo District and how it was so named.

8. The first teacher and some of the first pupils of our District.

9. The kinds of people living here both past and present.

IO. Some hopes and ambitions for the future of our District.

Spelling Words on Enterprise

explorers
forts
Ft. Chipewyan
abandoned
district
community
village
settlers
pioneer
trading post
Canading Pacific Railway
Rocky Mountain House
plains
Rocky Mountains
Royal North West Mounted Police
commissioner

Laverendrye
David Thompson
A lexander Mackenzie
ford
Lord Strathcona
trails
gravel
growth
township
location
Caroline
future
progressive
homestead

Coming of Early Explorers and Traders to Alberta.

La Verendrye brothers were the first white men to reach Alberta. As they went they built forts and bought furs from the Indians. Only the younger sons got asfar as Alberta. In I742 they reached the source of the Missouri River. From there they journeyed westward within sight of the Rocky Mountains, perhaps to the borders of Alberta.

Alexander Mackenzie left fort Chipewyan by way of the Peace River. On May I6 they reached Blackwater. On the 4 of July the canoe was abandoned. The party followed an Indain trail. When they reached the headwaters of the Bella Coola River they procured dug-outs, and followed ~~From~~ the Fraser River into the Pacific Ocean, Mackenzie was the first white man to go to the Pacific by land, in I793.

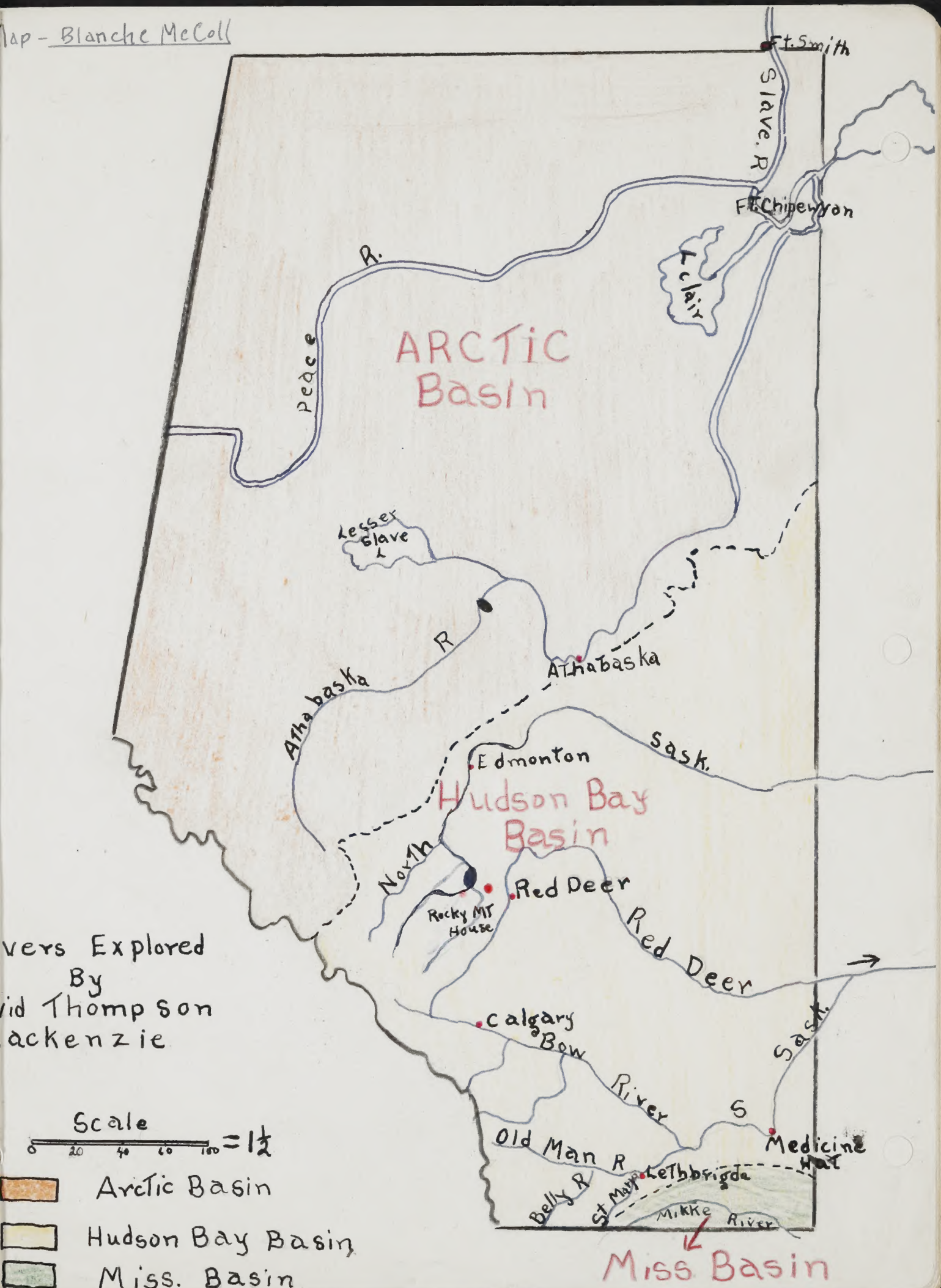
David Thompson went to Hudson's House a little east of fort Carlton then ascended the river, 42 miles above Battle Fort they built Manchester House. Thompson joined the N.W. Co. because he thought he could get more assistance for exploration. That was in I797. He wentdown Athabaska In May I800 he embarked at Rocky Mountain House. It is of interest to us that the ruins of this old fort are still tobbe found across the Sask. River from the present site of the town. David Thompson made this his head quarters for several years. During this time he explored the other larger rivers of central Alberta to their source,e.g. Saskatchewan,, Red Deer, Bow Rivers.He later followed the Columbia from its begining to the Rocky Mountains and into the Pacific Ocean.

David Thompson was not just an adventurer because he left good maps and definite records of his explorationsfor others to use later. Thus we see how such explorers as La Verendrye, Mackenzie, and Thompson and othe opened the way for the traders and settlers to follow years later..We o them much.

By John Black & Bill Murray.

Typed by: June Murray.

Map - Blanche McColl



Building of the C.P.R.

When the Dominion of Canada was formded in 1867 there were still very few settlers in Western Canada. The long trek in ox-carts across the Indian-infested prairie was a hardship which few were willing to face. They preferred to wait for the railroad. Across the border in the United States the Americans were looking with longing eyes toward the vast open spaces of Canada, as their own country began to fill up. The Canadian Government saw that if they were to keep a united Dominion they would have to settle the Canadian west with their own people. Besides, British Columbia joined Confederation in 1871 on condition that a railroad be built across Canada to be begun in two years and completed in ten years.

Accordingly, the charter was given to the Canadian Pacific Railway Co., and construction began. First the line was built through to Lake Superior. This part of the construction was fairly easy. Supplies could be brought up quickly and easily.

Then a line from Winnipeg to Calgary was begun across the prairie. Frequent skirmishes between the workers and the Indians resulted but these were put down by the police. One such instance was when Chief Pie-a-Pot, a Blackfoot chief, refused to move his camp away from the path of the railroad. Two mounties came to his camp, and when he still refused to move Colonel Crozier calmly knocked over his teepee on top of him, while the braves looked on with wonder at the bravery of the police. The Indians pulled up there tents and moved within the hour. Supplies for this line had to be brought through the United States and up the Red River to Winnipeg. While this was going on another gangwas building east toward the Rockies from Vancouver. By 1885 the Winnipeg - Calgary route was completed but there still remained two big gaps; around Lake Superior and through the Rockies .

The building of the road around Lake Superiors presented enormous difficulties. In some places the road would have to be blasted out of solid rock. Besides this the Company ran out of money and the Canadian Government could not lend them any more. But uhe resourceful Van Horne, who was in charge of the construction, was not stumped. He appealed to an English banker for a loan of the necessary funds. The line around Lake Superior was built and the road through the Rockies was begun. The laying of the road through the mountains by way of Kicking Horse Pass was even more difficult than building it around Lake Superior. It was completed at last, however, and on Nov.7th., 1885, at Craigellachie, B.C., Donald A. Smith drove the last spike in the line which joined the east with the west.

The building of the Canadian Pacific Railway was a great feat of engineering and daring. The construction gangs, representing nearly every country in Europe, were a hardy and brave lot. After the roads competion many of them brought their families out to help settle this great land. People from Eastern Canada, United States, Europe, and many other places poured into Western Canada, attracted by the rich wheat lands of the prairies. Western Canada was a land of opportunity to all with the pioneer spirit.

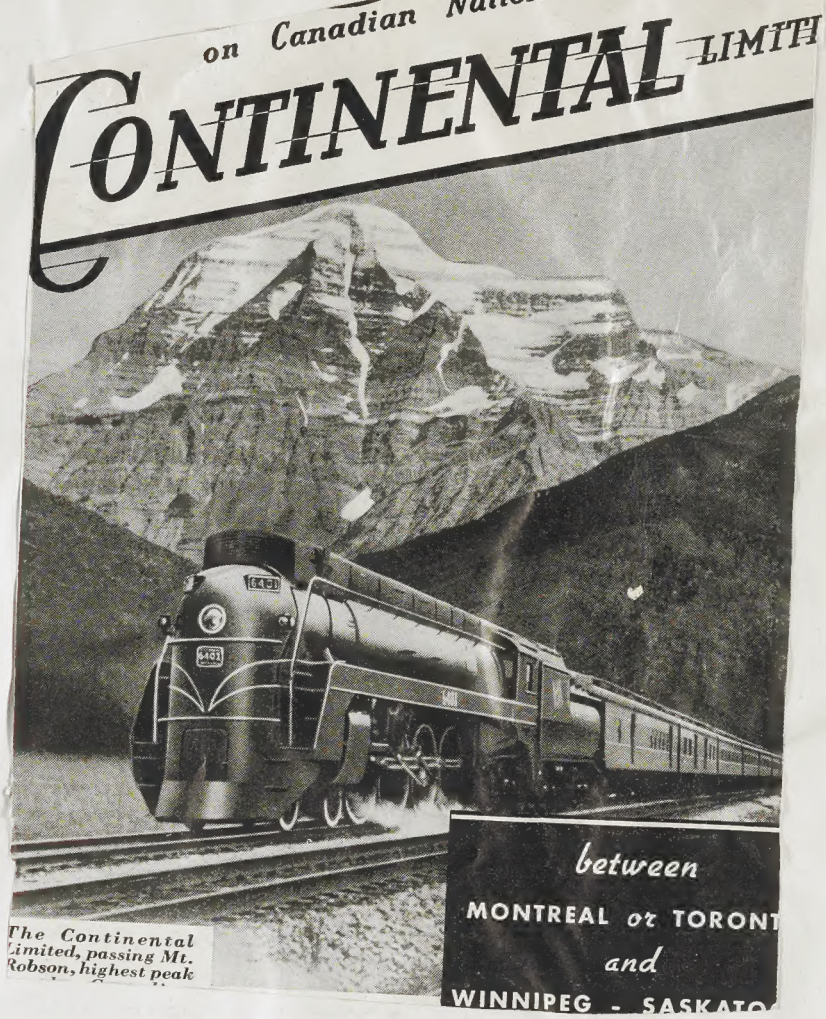
The population of Alberta today represents every race in Europe, blended together to form new Canadians. The opening up of the great grain-growing and ranching region in Southern Alberta, the mixed farming area of Central Alberta, and the trapping and lumbering district of the north is largely responsible to the Canadian Pacific Railway.

Composed & Typed by-
Robert Duffy

WE ARE
PROUD
THAT THE
ROYAL
TRAIN
WAS EQUIPPED
WITH
CRANE
PLUMBING
FIXTURES

CRANE LIMITED
MONTREAL . CANADA

on Canadian National's Air-Conditio
CONTINENTAL LIMITE



The Continental Limited, passing Mt. Robson, highest peak

between
MONTREAL or TORONT
and
WINNIPEG - SASKATO

Prairie Greyhounds

Westbound

I swing to the sunset land,
The world of prairie, the world of plain,
The world of promise, and hope, and gain,
The world of promise, and the world of grain,
And the world of the willing hand.

I carry the brave and bold,
The one who works for the nations bread,
The one whose past is a thing that's dead,
The one who battles and beats ahead,
And one who goes after gold.

I swing to the land to be,
I am the power that laid its floors
I am the guide to its western shores,
I am the key to its golden doors,
That open alone to me.

P. Johnson.

Printed by John Black.

Lord Strathcona, then the Hon. Donald A. Smith, driving the iron spike that linked the rails from the Atlantic to the Pacific, at Craigellachie, B.C., November 7th, 1885.

CANADA

Map of:
C.P.R. Construction.

Bob Duffy Gr. IX.

1885 - FIFTY YEARS OF CANADIAN PACIFIC - 1935

The Riders of the Plain

We wake the prairie echoes with
The ever-welcome sound,
"Ring out the boot and saddle!" till
Its stirring notes resound.
Our horses toss their bridled heads
And chafe against the reins,
Ring out, ring out the marching call
Of the Riders of the Plains.

Full many a league o'er prairie wild
Our trackless path must be,
And round it roam the fiercest tribes
Of Blackfeet and of Cree;
But danger from their savage bands
Our dauntless heart disdains,
That heart which bears the helmet up
Of the Riders of the Plains.

We bear no lifted banner,
The soldier's care and pride;
No waving flag leads onward
Our horsemen when they ride;
The sense of duty well discharged
All idle thoughts sustains;
No other spur to action need
The Riders of the Plains.

—··—

Printed by Jane Murray

Royal Canadian Mounted Police.

The force was organized in the autumn of 1873. They are a civil force under military drill.

The founding of Fort Macleod. In 1872 General Robertson Ross was appointed by the government to study conditions. He reported that a body of mounted policemen was needed to bring law and order to the west. They started taking on men in the autumn of 1873,,after the act was passed in the House of Commons at Ottawa May 20,1873. In Oct. they had 150 men making A,B,&C troops. These troops were sent west to Fort Garry in Man.,the first commissioner was Colonel French a hard man but a good soldier. He needed more men. So troops D,E,&F were added to the force. They came through Chicago by train. The two forces met at Dufferin Man. on June 19,1874.

Second in command, assistant commissioner Macleod. He told them they would soon start west to the country where they were needed. He said "I hear the whisky traders are building forts and will fight us." They new their troops by the colour of their horses..

The troops left Dufferin July 10,1874. Besides the police men there were 73 waggons, 114 red river carts of supplies as well as a herd of cattle to provide them with meat.

All went well until they reached Roche Percee 300 mile from Dufferin..There Inspector Jarvis went north to Fort Edmonton with A troop.

The main force reached the Cypress Hills on August the 24, They had marched across the barren land. The sun-baked plain was hot in the daytime and cold at night. Water was scarce. The commissioner feared that the forces would not reach its journey's end before winter came.

The force headed south toward the Sweet Grass Hills, There good water and grass awaited their horses. Then Colnel Macleod and Colonel French rode with a small party to Fort Benton in Montana. They brought back more supplies. On their return Macleod was ordered to press on with the troops while French returned to found the Police Headqurters in Montana.

The remaining troops advanced into the heart of the Blackfoot country. One evening as the police were nearing the end of their day's travel Colonel Macleod sent for his guide Jerry Potts, an able half-breed scout Macleod asked Jerry if they were near Fort Whoop-up where the Indians traded their furs for whisky.

"There, is Fort Whoop-up", Potts said.

The men were ordered to load their guns and get ready for action. When they attacked the fort, they found it deserted. The whisky traders had heard of the coming of the police and left without firing.

Now commissioner Macleod had reached the center of land which he was to command. He had to prepare for winter. The men and horses had to be sheltered. Jerry Potts led them to a good place for their new home,it was on the banks of the Old Man River, near where the town of Macleod is to-day. The Colonel set the men to work building their new home. First the stables were built, then the barracks for the men with the kitchen and hospital. Last of all quarters for the officers were erected. These buildings formed a square. Outside them was a palisade of wood. The police now moved into their new home which was named after the commissioner,"Fort Macleod".

Many of the settlers came west in the years that followed,because they felt safe after the Royal Canadian Mounted Police brought law and order to the west.

By June Murray.
Shilo,Alberta.

Map by Malouin

The First Settlers in and Around Innisfail

Calgary at the time settlers began to move north to Poplar Grove, was a town of I500 to 2000 residents. In I883 Sandy Fraser located a farm in the Poplar Grove district. A few months later James McCraig James Brown and Wm. McPhee made there way over the old Indian trail to the Fraser farm. Tom Quesnel, a French Canadian crossed the Rockie with ponies and then Jack McCormick, an ex-mounted policeman, and his two younger brothers from Toronto settled along the river. John Edward and Hooley were the next to arrive. The same year Wm. Burton and his sister who was the first white woman in Innisfail, arrived. Miss Burto now Mrs D. Sinclair still resides in the district. In I885 Alfred Cart and Chas. G. Ross came. Mr. Ross's home known as the Spruces was the stopping place for the stage coach between Ft. Edmonton and Calgary and the mail for that part was left there.

About this time a N. W. M. P. post was establisged a few miles up s

A sample of James Brown's wheat was taken to Minneapolis and graded No. I. The Albert Lumber Co. of Montreal established a lumber mill in which ran for I6 years.

During the time when the Red River carts drew frieght to Ft. Edmont Poplar Grove was the favorite camping place.

In I89I the first passenger train ran from Calgary to Edmonton. Aft this the settlers moved in thick and fast. Among the first were Ralph and Harry Cooke, Wm. Champ, Gidein Munro, Arthur and Louis Biolette an others.

Geo. Constantine and G. W. West opened stores, the latter handling machinery and lumber in addition to general merchandise. Charles Murra added frame additions to his log home and thus the first Innisfail Hot came into exsista nce. He also ran a livery stable. T. D. Detlor opene a dry goods store ; S. Dickson a meat market. All these buildings together with the first station , and the first school were on the nor side of the tracks. Then the townsite was moved across to the south si of the tracks. The Currie Bros. and Wm. Varty started a hand made bric yard. A creamery was formed with the title of the Innisfail Union But Cheese Manufacturing Association Limited. The Presbyterian and Anglica churches were built.

The first Agricultural Fair was held in I892. Norman Stiles was pos master of the new post office building on the sourh side of the tracks Dr. George set up his practice in the new town now known as Innisfail.

The little town was thus the most important point between Calgary & Edmonton for several years.

W ith the beginning of the twentieth century settlers began to drif west to Markerville, Dickson, Raven, and Caroline, Innisfail being the nearest town. It still is the most direct outlet to the main line alth Rocky Mountain House is closer to Caroline.

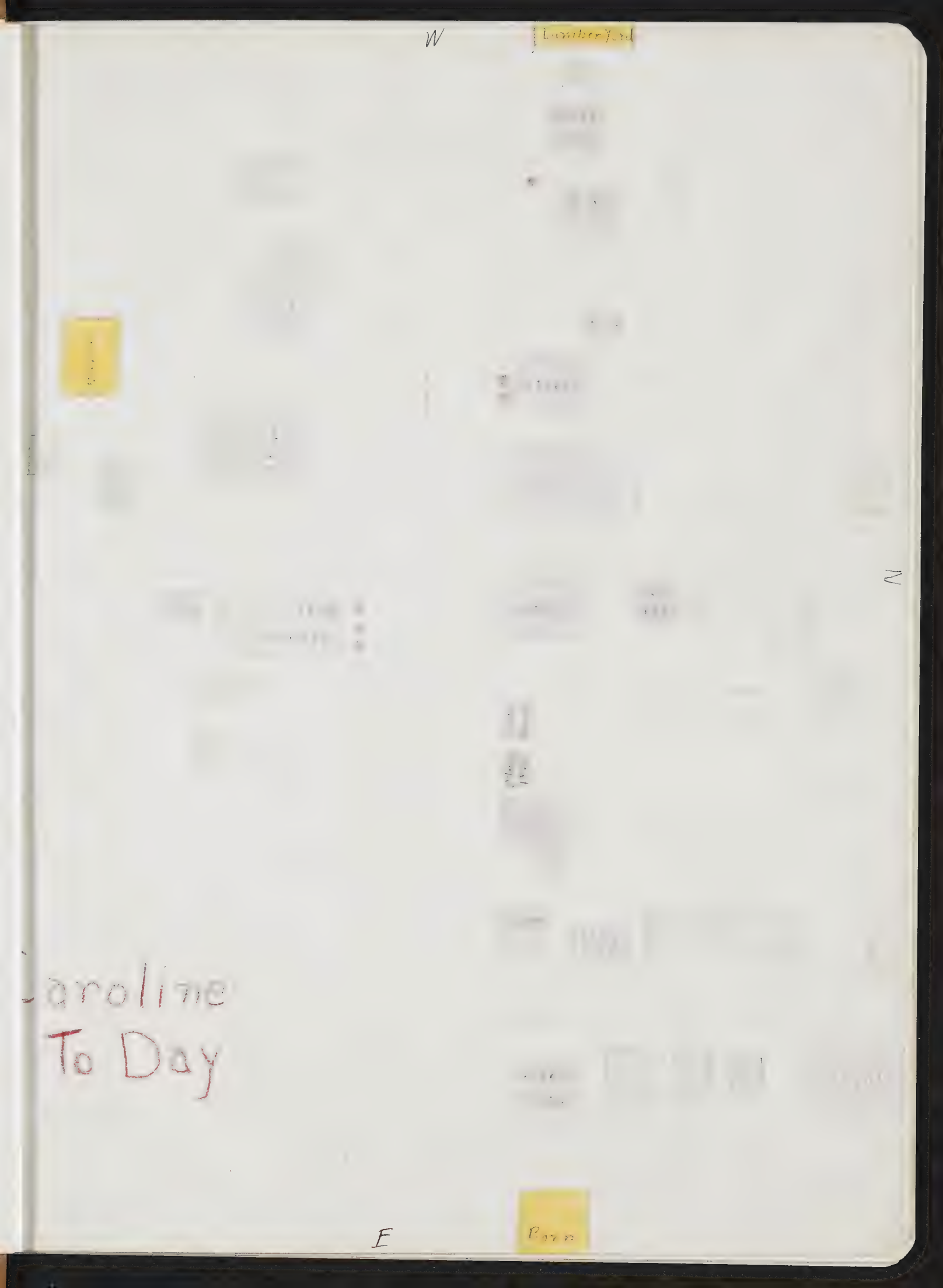
Typed & Composed by-
Thelma Armitage & Edith Mc Donald.

The First Settlers of Caroline
How It Was Named.

One of the first settlers of Ca
Community was Mr. H. Langley
and family. He homesteaded in 19
or 1907. Other early settlers t
come in 1907 or before were: Mr. R.
Agnew, Mr. and Mrs. Hagett, Mr. C.
Pollard and Mr. C. Anderson, and the
Devore brothers. Caroline was named
after Caroline Langley, then a little gi
She is now Mrs. Nelson and still re
in the Caroline district. Mr. Langley bui
his store half mile south of wher
Caroline now stands. In 1930 Mr.
Langley moved his store to wher
Caroline is now. People used to ge
their mail at Prayen. Then the
rail road came to Rocky Mountain
House. After a few years the mai
was hauled from there to Car

Gr. IV.

G. Bowers. Gr. VI.


W
Lumber Yard
N
Caroline
To Day
E
Barn

(Barbara)
(McDonald)
Gr. IV

The First Settler Of Shilo
How Named

Mr. R. Agnew was one of the first settlers in the school distrct. He came here in the fall of 1909 Mr. A. Kliner came in 1906. Also the Dial faimily settled in the distrct about 1908. Some of the early settlers still living in the distrct are! Mr. A. Bower who came here in the fall of 1910. Mr. John Keim whocame here in the spring of 1911. My Grandmother came here in 1909.

The school was build on the south-west corner of Mr. Davidson's place in 1910. Mr. Davidsons was a Scotch man. He suggested the name "Shilo." It was accepted by the Department. That was how our school was named "Shilo."

PLAN OF SHILO SCHOOL
by: Bob Duffy. Gr. IX.

Scale - 1" to 23½'

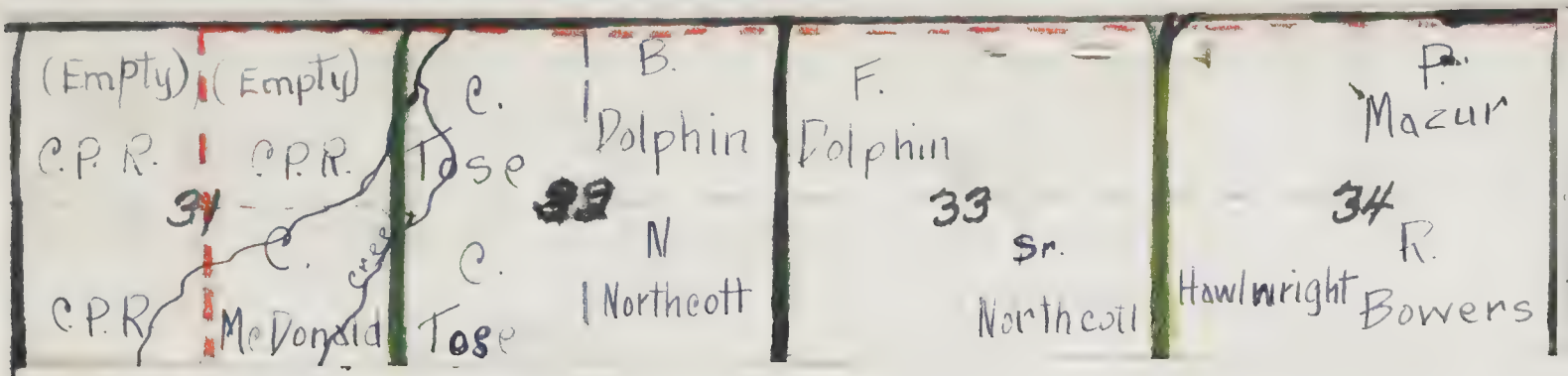
First Teacher of Our District and some of the first pupils.

The school was opened in 1910.
The first teacher was Mr. A. Litt.
Some of the first pupils were Lulu Dial. (Mrs Harry Linscog) Hugh and Fred Devore Mr. R. Dial, Mrs McDonald, Ray Bowers and others.
In the early years the school kept only in the spring and summer months and was closed in winter. Sometimes school was open five or six months during the year.
The first full school ran the complete winter term or ten months period at Shilo was 1929 to 1930.

The teacher during 1929 to 1930 was Miss Lillian Bibby. Miss Bibby later trained as a nurse at Calgary and post graduate work at Toronto. After that she was a Victorian Order nurse at Calgary. When the war broke out in 1939 she was one of the first nurses to go overseas to war work. As far as we know she is still there. Mr. Lynn who taught Shilo in 1940 to 1941 is overseas also in the R.C.A.F.

Hermann Stange
Gr. 11

By Edith McDonald
Gr. 9.


(Empty)
(Empty)
C.P.R.
C.P.R.
31
C.
C.P.R.
McDonald
C.
Tose
B.
Dolphin
32
N
C.
Tose
Northcott
F.
Dolphin
33
Sr.
Northcott
P.
Mazur
34
R.
Hawlwright
Bowers

(Empty) C.P.R. | (Empty) C.P.R. | C. Tose | B. Dolphin 32 N Northcott | F. Dolphin 33 Sr. Northcott | P. Mazur 34 R. Bowers | 35 | J. Tallor 36

C McDonald | E. Vandermeer 31 M. Williams | School 29 Section | G. Vandermeer J Murray 28 J. Murray J. Murray | C. McColl 27 D. Orcutt | H.B.C. H.B.C. 26 H.B.C. H.B.C | 25 G. Gardner

G Katona 19 Empty | J Bigland E Vandermeer 20 | A. C.P.R. Grandy 21 O. Flatla | A. Bowers. 22 W. Smith | P. Buchanan 23 C.P.R L. Armitage | 24 J Keim

D. Bowden 18 | (Empty) Redding 17 Sr. Buchanan | Fortman Scott 16 B. Buchanan B. Hadley | D. staben E. Keets 15 R. J. Vanleest | J Black M. Harkins 14 S Bower M. Harkins | 13

O 7 Johnson | 8 Williams E Hansen | 9 R Rhodes R Rhodes | O Flatla M. Harkins 10 K. Smith | D Helm 11 A Helm D. Montgomery | 12 D. Staben

6 | 5 | 4 | River 3 | R Stange D Montgomery 2 Foote (Empty) C. McClean | C. Gardner C.P.R. 1 C.P.R C.P.R.

Legend: Outline of District; Main Road; River Road

Map of Shilo District by Div. 11.

The Work done by the People of Our District.

The people of our district do differe types of work. Most of them do mix farming. In the winter many do loggi and lumbering. A number of men ar kept busy trucking products and sup into our district. For a time some people do road work. In winter ma some of the men seek other work outside of our district. Right now a number of men are attracted t the work on the Alaska Highway our little village of Caroline we h business men such as store keepe butcher, hotel keeper, baker, restaur keeper, and post mistress. Many of our young men now are in the A Navy, and Airforce.

A Trip to Innisfail in 1910

The wagon rocked and jolted over the bumpy trail. The patient, plodding oxen turned a corner and there below us lay the Raven River. We stopped and piled off the load of potatoes, thankful for a chance to stretch our legs. We had been travelling for some time and the blazing heat of the sun, together with our cramped position on top of the potatow sacks, made us welcome a chance to get off and sit in the shade.

After a short lunch we resumed our trip and started across the river. Halfway across, the wheels sank so deep in the mud that the oxen could not budge the wagon. Fortunately the water was not very deep so we waded to shore with some of the sacks to lighten the load. We were then able to proceed.

After another long and toilsome ride we reached the swampy region on the west side of the Medicine River. The going through this was the toughest yet encountered. Sometimes the wagon would sink to the tops of the wheels. Sometimes the whole load would haveto be carried across wide sloughs on our backs. Then we would come back and push on the wagon, waist deep in mud and water, with the powerful oxen straining and sweating at the front. Imagine our joy and relief when the Medicine River is reached at last and we camp for the night.

In the morning we get up with the sun and resume our journey. The hot sun beats down upon us with unmerciful violence, the thick dust rising from the hooves of the oxen blinds and chokes us. The tortuous trail winds and twists about through gulleys and over hills. The dazzling glare of the sun makes the trees dance in front of our eyes. Oh, what we'd give for a drink of cool, refreshing water. Then the Red Deer River comes in sight. After a brief rest and a deep drink of Adam's Ale, we continue our trip for Innisfail which is only a few miles away now.

The afternoon sun is sinking below the horizon as we drive into the Village of Innisfail, past the General Store, and pull up at the Livery Barn. Upon the receipt of a fifty cent peice our oxen are taken in for the night and we proceed to a lodging place to secure a room for the night. After a refreshing nights sleep we sold our potatoes, made our purchases, and that afternoon we left for home.

The return trip is uneventful except for the breaking of a wheel in a mad dash of the oxen down a steep hill. This causes a slight delay but without further mishap we reach Brents Farm at about nine o'clock. It is about four o'clock the next afternoon as we top the last hill and drive the last lap of our journey.

Composed & Typed by-
Robert Duffy

Unveiling of Innisfail Cenotaph

by Brigadier-General Griesbach.

The cenotaph was erected in memory of the sons of Innisfail and district who made the great sacrifice in the World War 1914-18.

A Trip To Innisfail

To-day in 1943 we may get in a car and arrive in town in about two hours. The trip that used to take days now can be made there and back in a few hours. It is much more convenient, for the farmer can do his morning work and still be home in time to do the chores in the evening.

As we start off we find the roads are quite good; that is when they are dry forwhen it rains they become muddy and almost impassable at times. They would be greatly improved if they were graveled.

On our way we pass Raven United Church which was built in 1926. It stands in the lovely grove of evergreens. We find the hamlet of Raven itself has enlarged little since pioneer days. One store and blacksmith shop is all it consists of besides the two or three farm homes.

As we travel further east we notice the fields are larger and the old log houses of pioneer days are replaced by more modern and pertentious homes. Both the Medicine and Red Deer rivers have large steel bridges which are quite an improvement to the fords of 40 years ago.

We pass the air port which has been built within the last two years as a project of the United Commonwealth Air Training Plan. Planes zoom over our heads as the trainees practise landing and taking off.

We also notice as we come to the Red Deer bridge a small industry has started. The clay in the banks is the kind used for making circular drains for culvert.

The town of Innisfail to-day in contrast to the simple wooden buildings of long ago now has many good stores and offices. The Jenkins Groceteria is as specialized and attractive as some in the city. Mr West, who is an old timer, has a large store; dry goods department, groceteria, and butcher shop combined.

After a pleasant drive of about two hours we arrive in Innisfail. We do our necessary shopping and still have time to visit a few friends, an unfortunate person in the hospital, or take in a matinee on a Saturday afternoon.

Thus the trip which used to be a hard ship is now a pleasure.

Composed & Typed by-
Thelma Armitage.

Pioneers

''We hear the tread of pioneers,
Of nations yet to be . ''

It was St. Paul Minnesota, May, I5, I876.The bi-yearly Red River ox-carts were due. Cowboys, country boys, and city boys thronged the streets noisily awaiting the arrival of the carts. Stores and salloons were filled with men.

Down by the river the occupants of the seventeen covered wagons also waited. For Collin Shore,the captain of the train was to arrive with the Red River carts.

The small village of prairue schooners grew steadily as would-be pioneers arrived from widely scattered places. The newly arrived Ballisters were up the lakes from Montreal. The Ballister family consited of Jim, Carola, and their children, Roy, Anne, and Grant. They were going out west. past Fort Calgarry to live.

Toward nightfall,the village fairly trembled with excitment--- the Red River carts had been sighted!

A week later the wagon train, consiting of twenty-three wagons,left St. Paul. The first day they made good progress under the careful guidance of Collin Shore. That night they camped beside the Mississippi. As darkness fell the many camp-fires blossomed up like fallen stars.

In a month they were out on the Dakota prairies. The blazing sun beating down upon them . Dust covered everything, andfilled every thing. The dust did not lsst, for that night a heavy rainstorm swept down upon the sleeping settlers. They drove in ankle deep mud from the Dakota River to the Missouri.

The mud turned to dust and all was brown parched prairie. They were now in the territtory of the hostile Apache"s. It was rumored about that the Apaches had attacked several wagon trains. One evening the lookouts sighted a band of Indians in war paint in the valley below the camp. Collin took some mounted men with him to wardof the attacking Indians. The remaining settlers watched Collins little army ride toward the enraged Indians until the dark prairie night closed over them.

The camp fire was almost out when Collin and his men returned, with them old Chief Rainbow Cultus.Everyone was soon gathered to hear the story. Chief Rainbow Cultus had only wished to scare the white settlers enough to make them return east. Instead seeing that Collin would not be frightened Chief Rainbow had made peace. Wearied from the days driving and the evening's suspence , the tired settlers spent the remainder of the night was spent in peaceful repose.

Two weeks later they were realy attacked by Indians. They were in the middle of Montana, resting after dinner,some Blackfoot warriors swept down from the hills upon them. Luckily the Indians had no guns only arrows. Collin, Jim, and a few others jumped on their horses, with guns smoking they drove the Indians off. After a skirmish or two more the Indians left them alone.

Trouble was in store for the settlers even if it did not come in the form of Indians. At supper one night Grant was flushed a nd without appetite. Passing the wagon Carola heard a feverish cough and then a moan. She climbed quickly into the wagon, it was Grant. Jimand the other men were trying to find the horses some one had chased off. So it was up to her to do her best. All night she worked trying to keep Grant warm with heated and wrapped rocks She applied mustard poultices she had made and goose grease to his back and chest.

Dawn was coming when Jim returned with the horses. By this time Grahh Grant's fever had broken and he was sleeping peacefully . The wagon train did not move on that day or the next.Many of the settlers and their children had caught the fever.

A few weeks later Jim developed pneumonia, he had caught a cold and then

fell into the ice cold Milk River. For a w eek a settler's wife who had formerly been a nurse and Carola fought against death. After that the nurse said he would recover, and the train moved on.

They were past Fort Calgarry when Jim was on his horse helping Collin pick out the dim trail. They were surrounded by trees now and it was late September. In the smoky dusk of autumn the moon would rise , tarnished orange against the black edges of the forest.

They had reached their destination. As Collin had hoped all survived the journey,none had turned back.

Every day now consisted of the sametask. Men cut logs and built one room cabins at various places throught out the bush. In the middle of November the men arrived to build the Ballister's home.

It took two days to complete, then a week more for Roy and his father to roof it with sods. Rude as it was a wonderful home for pioneers.

During the winter Jim and Roy hunted and trapped. They cleared land for plowing and seeding when the spring should come. They snaked down logs from the ridge to build a bigger barn when the frost left.

A ccording to plans,in the spring they plowed the clearing and sowed it to vegetables and grain. They erected the new barn with help of their neighbours.

When fall came they had a good store of supplies for winter. Jim had some cattle, brought up from Montana in the summer.Carola and Anne had dried various vegetables and berries more vegetables were stored in the root cellar. Roy and his father had supplied plenty of meat after a weeks hunting trip.Some of the wheat they had grownhad been ground at a not to distant mill. It was with many thanks that the Pioneers celebrated Thanksgiving for the first time in their new homes....

WE PIONEERED THE PRAIRIES

We are the pioneers
The ones who built the west
Into an Empire granary
And the place we all love best.

We came from distance places,
We were of many breeds,
But we settled down together,
No quarrels 'bout our creeds.

Our home was in a cabin
Known better as a shack,
But our hearts were on the prairie
And ne'er a one turned back.

We've seen the rolling grasslands
One hundred miles ablaze,
And madly fought the "demon"
Midst heat and smoke and haze.

We've faced some howling blizzards
And rubbed our cheeks with snow,
We scorned the storm kings warnings
When he would bid us go.

We've seen some days in springtime
More grand than any dream
As we loafed amongst the willows
Beside some lazy stream.

And sometimes Indian Summer
Seemed the best time of the year,
With Nature set to please you
And fill you full of cheer.

We've gathered with our neighbors
And shared their joys and tears,
We've seen our ranks grow thinner
With the passing of the years.

And when the Master calls us
We shall not fear to come
"We pioneered the prairies"
And feel our work is done.

—F. O. Bransted, Shaunavon, Sask

Typed & Composed by-
Edith Mc Donald.

The Covered Wagon

When our forefathers
With courage true
Left the old home
For the new

Neath starry sky
And blazing sun
The covered wagon
Was their home

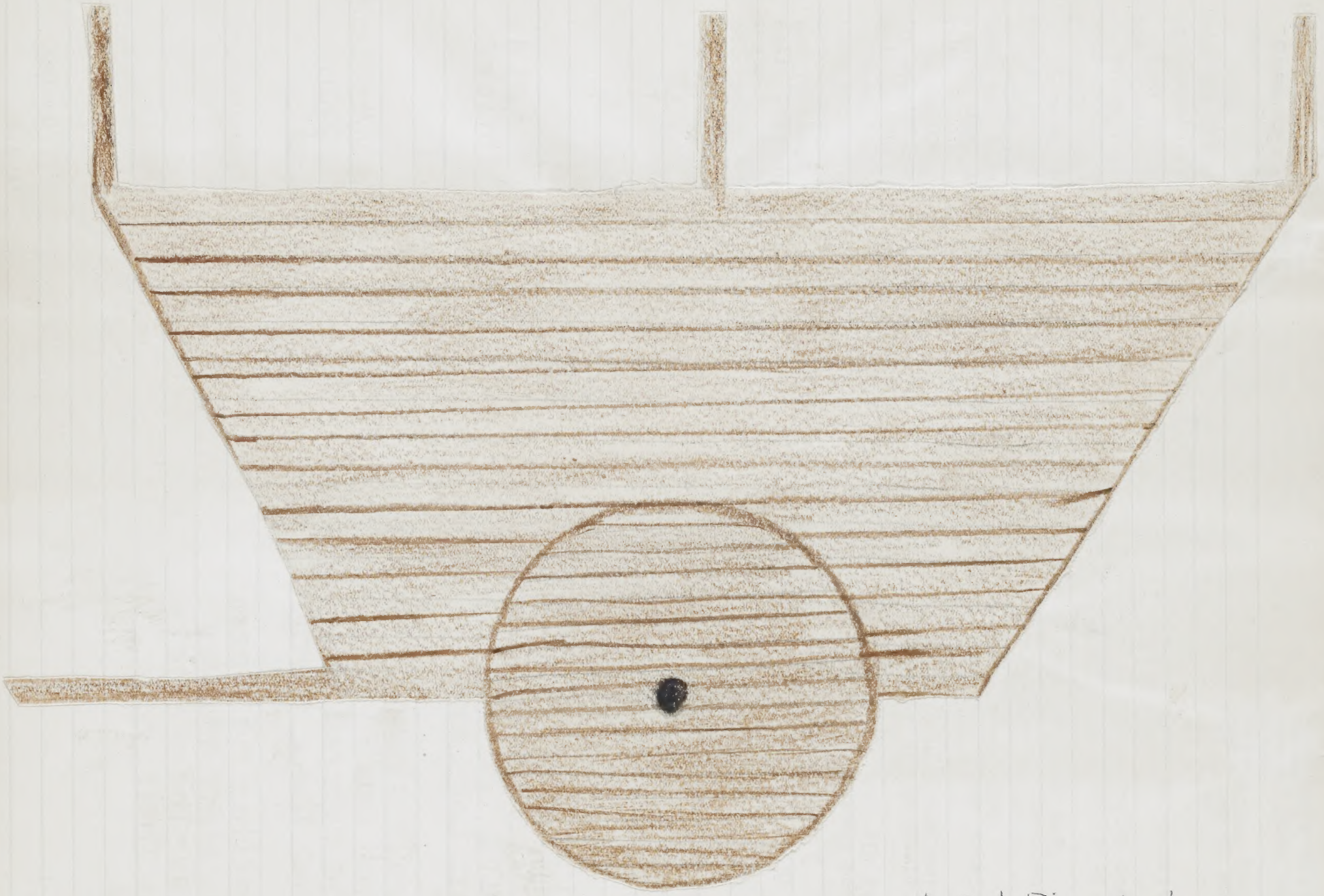
Sheltering them
By night and day
Bore them safely
On their way

Carrying in
Its circling fold
The homely comforts
Loved of old

Faithful
Till the journeys end
The covered wagon
Was Their friend

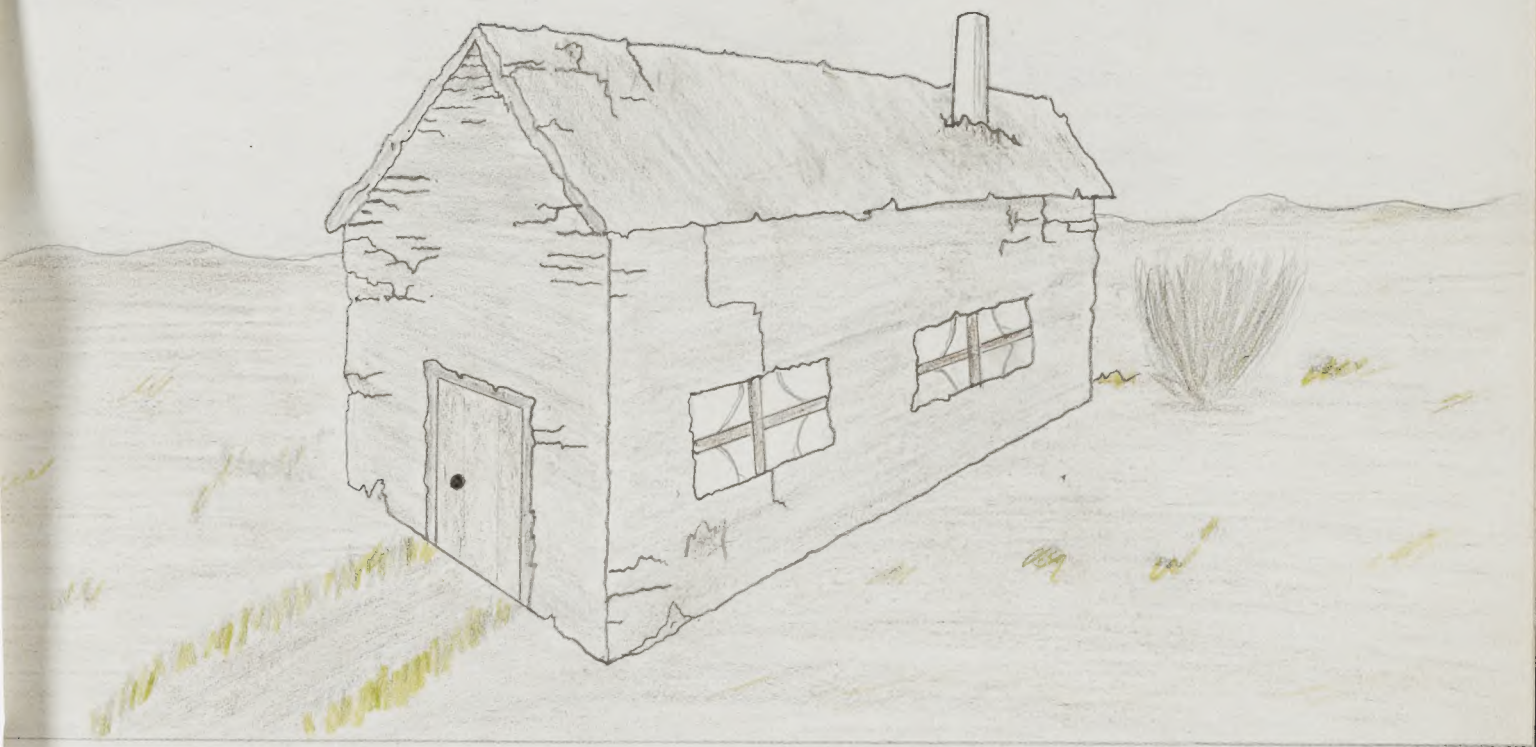
Arranged

Gr. III.



A Red River Cart

Gr. IV.



SOD SHACKS

My Dad, he built an old sod shack,
Humped up thing, on the skylines track.
Ugly old thing, in the virgin dawn,
Grotesque, and weird, in the noon day sun,
Grey, and vague, when the day was done.

He bought him bacon, and beans, and prunes,
A nd he boiled them up, in the afternoons,
And at night, when he came from breaking sod,
He ate them then, and he thanked his God
That he had beans, and prunes, and a shack,
And good strong muscles in his back.

They built those shacks, the pioneers,
Back in the early Western years.
And talk to my Dad, and yours today,
You'll hear them say
They'd like to go back,
To the gay good days of the Old Sod Shack.

Verses from Calgary Herald,
Drawing & Typing by
Thelma Armitage. Gr. IX.

How the Village of Caroline Grew.

The original site for Caroline was a half mile south of its present location. Before I926 there were no buildings at the present site except a shack and old barn. The hall was built near the close of I926 and in I927 the post office was moved Mrs. Suhr being mistress. In I930 Mrs. Langley opened her new store . Mr. Mitten moved in and built a small store in I933. The same year Mrs. Langley moved her old store and changed it into a cafe and rooming house. In I936 Mr. Roach built a new store and sold out to Mr. Mitten in the fall. Mr. Mitten then turned his little store into a butcher shop. The present butcher shop and pool room were built in I937. The following year the hotel, service station, cafe, and bakery helped to enlarge our town. In I939 the school was built; the first year high school was held but since then the public school of South Fork. In the years from I938 to the present a number of residentual dewelling have been added. Thus Caroline has grown into quite a bittle country village.

Hopes for the Future.

Our community to-day is only in the early stages of its developement so it has none of the paved highways, large towns, and modern city conveniences which prevail in the more highly developed districts. These improvements cannot, of course, come all at once, but gradually and by degrees.

One of the first things to come to our mind is transportation. We hope that the road from Innisfail to Caroline will be gravelled and kept in good condition. A large modern well built three roomed school in Caroline would be a much needed asset. Quite a number of children have from three to four miles to walk but if a bus service was put in along the main road to Caroline the farthest would only have about two miles while most of the pupils would be within a radius of a half mile.

The teachers, and pupils would have a better chance in their work, as each teacher would only be in charged three grades instead of nine therefore could specialize in Divisional work.

Thus our hopes for the future are: First, a speedy victory of the war; then, ourtime andfinances may be concentrated on improved roads, better schools, and a more progressive community as a whole.

Class Composition
Typed by:- Thelma Anni